

Section 3

Revisions to DEIR

In response to comments received on the DEIR, changes have been made to the DEIR as shown in the sections that follow. Deletions are shown in strike out (~~strike-out~~) and additions are shown in underline (underline). To provide context, unchanged text may be included around the deletions and additions.

Sections that include changes are Section 2.0 Project Information and Section 3.11 Transportation. Otherwise, all other sections of the Draft EIR remain unchanged.

Table of Contents, List of Figures

2-7	<u>Auburn Municipal Airport Compatibility Map.....</u>	<u>2-12</u>
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Page 1-6, Requested Entitlements

- **Placer County Airport Land Use Commission.** The Placer County Airport Land Use Commission is responsible for reviewing airport and adjacent land use development proposals within the vicinity of the three airports in Placer County: the Auburn Municipal Airport, Blue Canyon Airport, and Lincoln Regional Airport. The Project is located within Compatibility Zone D of the Auburn Municipal Airport, as depicted in the Placer County Airport Land Use Compatibility Plan. The Placer County Airport Land Use Commission will review the proposed Project to determine whether or not the Project is compatible with existing policies and requirements of the Placer County Airport Land Use Compatibility Plan. An ALUC consistency determination will be required before the project can be approved by the County of Placer.

Page 2-2 Project Location

The site is located approximately one and one-half miles north of the Auburn city limits, just east of State Route 49 in the southwest quadrant of Section 33, Township 12N, Range 8E, and the northeast quadrant of Section 4, Township 12N, Range 8E. The Project site consists of Assessor's Parcel Numbers 52-102-12, 13, 17, and 053.

Page 2-4, Relevant Planning Information

The Project site is located within the North Auburn Redevelopment Project Area.ⁱ California Community Redevelopment Law gives redevelopment agencies the authority to carry out

certain activities and describes responsibilities of agencies and development projects located within redevelopment project areas, such as affordable housing provision as implemented by Article 15.65 of the Placer County Municipal Ordinance.

The project is also less than two miles south of the Auburn Municipal Airport and is within Compatibility Zone D of the Placer County Airport Land Use Plan, as shown in **Figure 2-7**. Areas in Compatibility Zone D are sometimes overflowed by aircraft arriving and departing the airport. The proposed project is not constrained by Zone D or policies of the Placer County Airport Land Use Plan.

Page 2-12, Figure 2-7 (new) Auburn Municipal Airport Compatibility Map (see next page)

Page 3.5-9 (add)

Mitigation Measure GEO-1 d

The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the Engineering and Surveying Department (ESD) for review and approval. The plans shall show all conditions for the project as well as pertinent topographical features both on- and off-site. All existing and proposed utilities and easements, on-site and adjacent to the project, including the off-site extensions for sewer and drainage, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or DRC review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the ESD prior to acceptance by the County of site improvements.

ADVISORY COMMENT: Conceptual landscape plans submitted prior to project approval may require modification during the Improvement Plan process to resolve issues of drainage and traffic safety.

ADVISORY COMMENT: Technical review of the Final Map may not commence until the Improvement Plans are approved by the ESD. The applicant shall provide 5 copies of the approved Tentative Map and 2 copies of the approved conditions with the plan check application. After the 1st Improvement Plan submittal and review by the ESD, the applicant may submit the Final Map to the ESD.

Page 3.11-5 (revised) Figure 3.11-2 Existing Afternoon Peak-Hour Traffic Volumes (see next page)

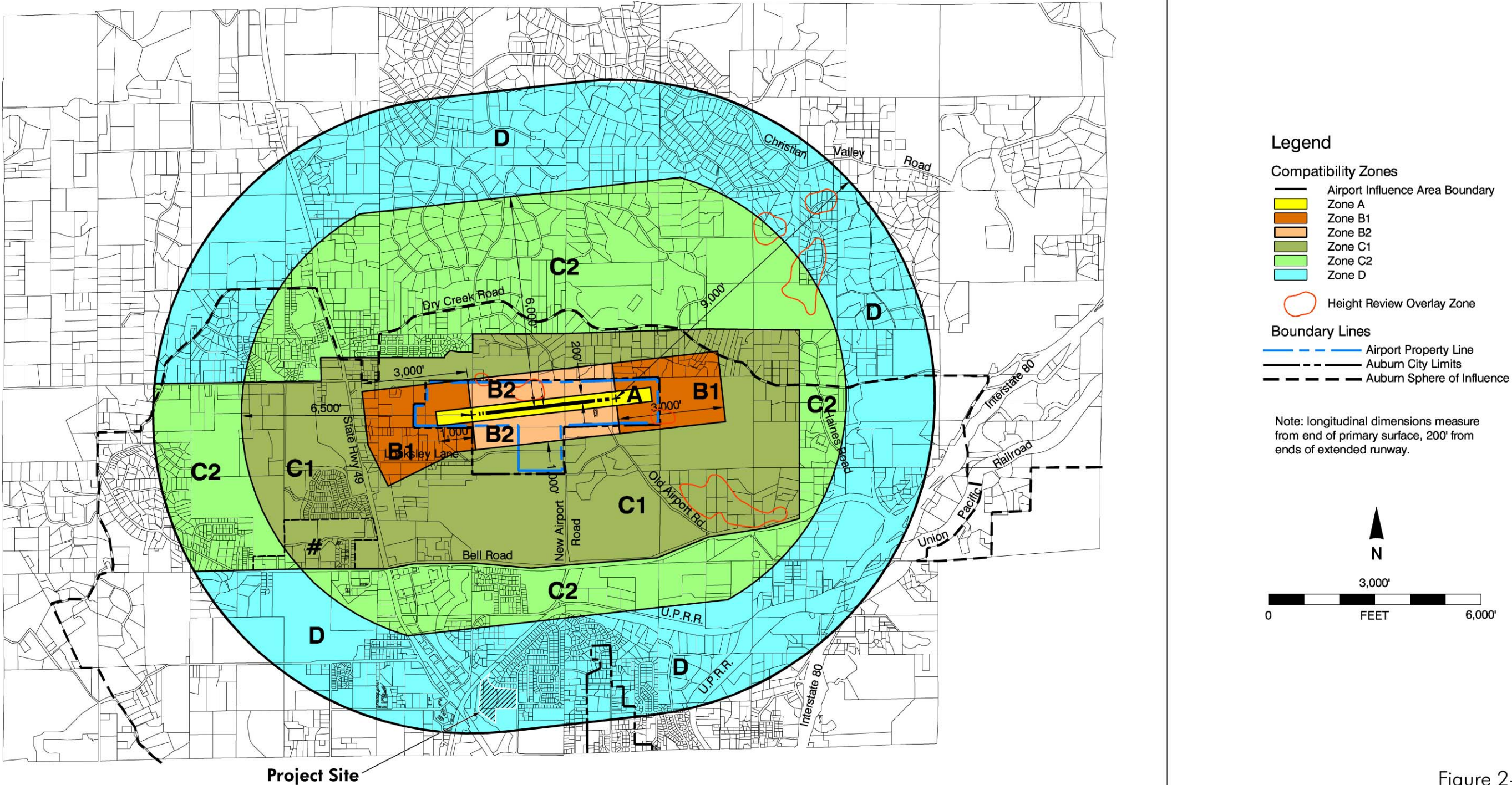
Page 3.11-6 Study Intersections

1. S.R. 49 / ~~Hulbert Way (North)~~ New Airport Road
2. S.R. 49 / Hulbert Way (North)
3. S.R. 49 / Luther Road
4. Luther Road / Canal Street
5. Luther Road / Taylor Lane
6. Luther Road / Dairy Road

Page 3.11-6, (revised, bold added) Table 3.11.-1 Existing Roadway Segment Level of Service

Roadway	Location	Facility Classification	Target LOS	Existing Conditions	
				Daily Volume (ADT)	LOS
Luther Rd.	– east of S.R. 49	2-Lane Arterial (with left-turn lane)	C	9,750	A
<u>S.R. 49</u>	<u>– south of Luther Rd.</u>	<u>4-Lane Divided Arterial (with left-turn lane)</u>	<u>E</u>	<u>50,400</u>	<u>F</u>
<u>S.R. 49</u>	<u>– north of Luther Rd.</u>	<u>4-Lane Divided Arterial (with left-turn lane)</u>	<u>E</u>	<u>52,800</u>	<u>F</u>
<u>S.R. 49</u>	<u>– north of New Airport Rd.</u>	<u>4-Lane Divided Arterial (with left-turn lane)</u>	<u>E</u>	<u>41,000</u>	<u>F</u>

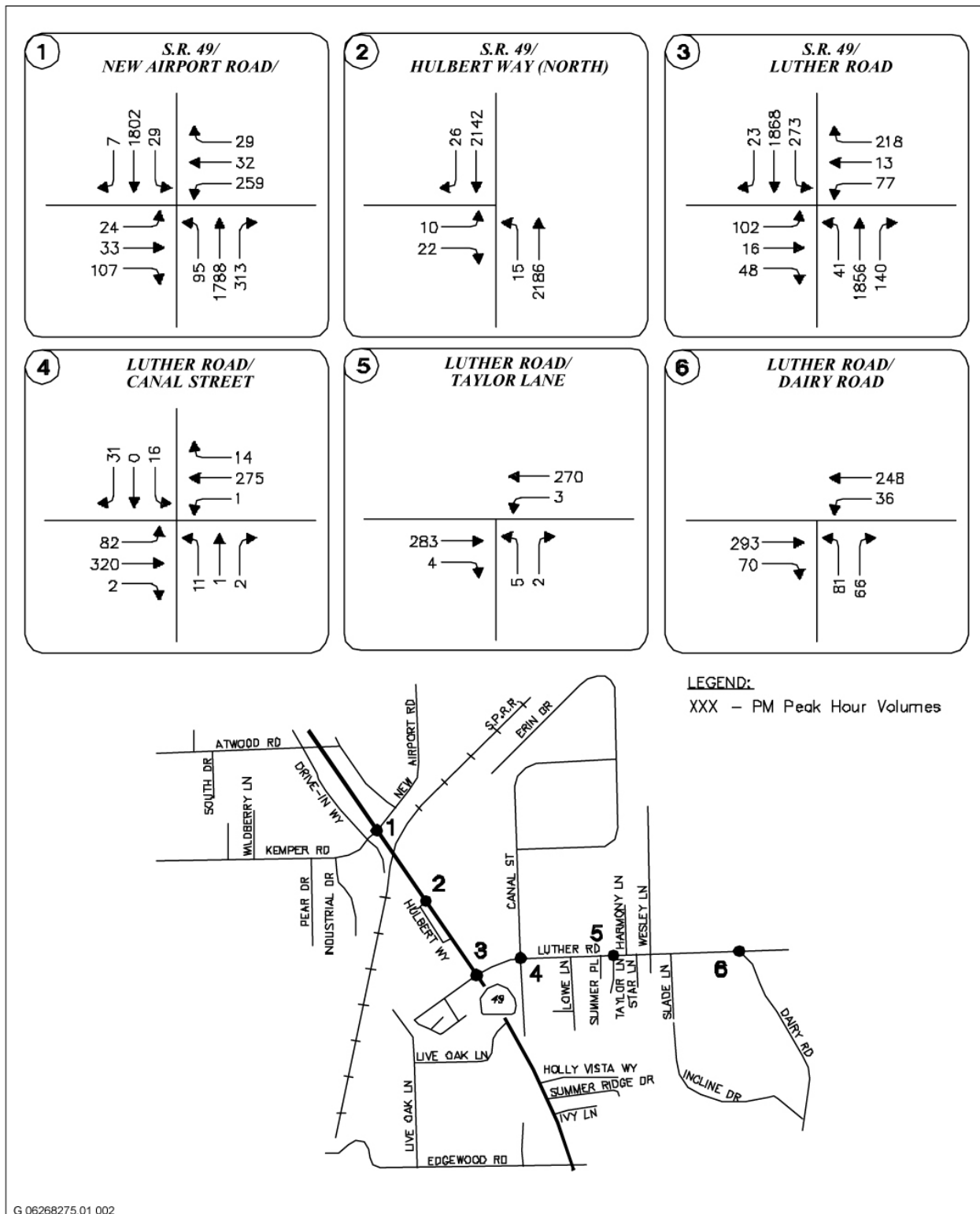
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AUN-COMPATIBILITY G 06268275.01 001

Source: Shutt Moen Associates (October 25, 2000)

Figure 2-7
Auburn Municipal Airport
Compatibility Map



G 06268275.01 002

Source: Omni Means Traffic Impact Study, March 2006

Figure 3.11-2 (As revised)

Existing Afternoon Peak-Hour Traffic Volumes

Page 3.11-8 (revised, bold added) Table 3.11-3 Existing Peak-Hour Intersection Level of Service

Location	Control	Target LOS	PM Peak Hour		Traffic Signal Warranted?
			LOS	Average Delay	
<u>S.R. 49 / New Airport Rd. / Kemper Rd</u>	<u>Signal</u>	<u>E</u>	<u>D</u>	<u>40.2</u>	<u>N/A</u>
<u>S.R. 49 / Hulbert Way (north)</u>	<u>Two-Way-Stop Control</u>	<u>E</u>	<u>F</u>	<u>Overflow conditions – delays > 100 seconds.</u>	no
S.R. 49 / Luther Rd.	Signal	E	D	39.7	N/A
Luther Rd. / Canal St.	Two-Way-Stop Control	C	C	19.2	no
Luther Rd. / Taylor Ln.	All-Way-Stop Control	C	A	9.8	no
Luther Rd. / Dairy Rd.	All-Way-Stop Control	C	B	10.8	no

Notes: **Bolded** entries indicate intersections operating at deficient LOS (see note #2)

1. Two-Way-Stop Control intersections LOS and delay are based on LOS and delay for worst approach; All-Way-Stop Control intersections LOS and delay are based on average LOS and delay for the entire intersection.
2. Target LOS threshold is C for City of Auburn and Placer County intersections. Target LOS threshold is E for S.R. 49 (Caltrans) study intersections.
3. Warrant = Caltrans peak hour-volume based signal warrant

Section 6.0 References (added reference)

- 26 Placer County Transportation Planning Agency, Placer County Airport Land Use Compatibility Plan, October 25, 2000

ⁱ www.placer.ca.gov/admin/redevelopment/nauburn1c.htm